GOVERNMENT OF MADRAS. Secst. II-28 —60,906—4-1-52.

PW (1952) Department.

~~Endorsement~~
~~D.O.~~
Memorandum
~~Lodged~~

No. 5 D 3415 A1/52-2

Dated 27.8 1952.

FURTHER PAPERS.

Department.	Number.	Series.	Date.

ADDL. ASST. SECRETARY TO GOVERNMENT
26 JUN 1952
PUBLIC WORKS

Volesary,
24th, June, 1952.

From

M. Shankernarayana Kadambalithaya, Esqr;
Land Lord, Volesary,
BELLUR POST - SOUTH KANARA DISTRICT.

50845

To

The Secretary,
to the Government of Madras,
Public Works Department, MADRAS.

The Secretary,
to the Government of Madras,
Local Administration Department, MADRAS.

The Honorable Chief Minister,
to the Government of Madras,
MADRAS.

Sir,

Sub: Roads - bad conditions - South Kanara - neglect by the Highway Department and unwieldiness of the work.

In the province of Madras the Road Administration had been entrusted to the District Board. Later on in about 1946, the main roads were removed from their control and the Government took charge of their administration and brought under their control the entire Engineering staff looking after their maintenance. Some roads for maintenance continued with the District Board for expenditure. But for execution, their maintenance work remained with the Engineering Department transferred to Government without the District Board having any sort of control or supervision.

2. Since the Engineering Department was free from the control of the District Board, it is unnecessary for that Department to effectively supervise and maintain the District Board roads or form the new roads at the expense of the District Board. I have reasons to understand that way and the main among them driving to that conclusion are as follows:-

(a) Those Officers are outsiders to the District. They have no knowledge of the Taluks or villages or geopgraphy or local language. Their senior Officers reside at a distance, from where their supervision or effective overcheck is not easily and promptly available for a proper supervision of the work in a District. The officers in the District have no interest in the amity or intimacy of the villages or the goodwill of the masses. They look to their own benefits. This affair has evidently constructed a bad culvert at mile 13/1 or near it on the Mangalore-Mercara Trunk Road, referred to by the traveller in his Canarese correspondence printed in column 2 on page 3 of the Navabharatha, dated 21-6-'52, copy enclosed, which is a local paper.

(b) The work of the road maintenance have to be carried according to the climatic conditions. All road work in this District has to be executed here during the rainy season from June to November. It was formerly being done so and the roads remained in an efficient condition. That practice has entirely been given up now. The road work is now being executed after December mostly. As usual the surface over the renewed road metal is covered with mud and columns of fine dust clouds soar up, when a fast vehicle moves over it, making the road invisible by those dust clouds. That dust is a source of nuisance to pedestrians, other trafic and the houses on either side of such road. This is evidently the reason resulting from the administrative officers who are outsiders to the district and persons wanting in the knowledge as to exactly when the work has to be taken up.

3. If the administration of the engineering department were under the control of the District Board, the affairs should have remained differeot. The Board was manned by the local men being the District Board members, who selected their own President. They selected the district engineering staff from the district, having local knowledge and it was possible for those members to keep contact with them, from the higest officer to the lowest worker in the routine work. It was possible also to bring them in contact promptly with the damages and defects on the road brought by the routine trafic. This sort of supervision got those breaches, damages etc., on the roads immediately mended by the engineering staff. There was no delay for all such repairs. No need to bring down controling or supervising authority for inspection from a distant place like Coimbatore or Madras for mending the roads, which course as is being done now is responsible for the inordinate delays in the execution of the work. The engineering staff under control of the district board was never wanting then in mass contact and contractors were never wanting in numbers to undertake the exectiion of any work as is being felt now. The district board members then looked over the new works, their execution and assistance of whatever sort or quality demanded of them, including the facility of getting contractors, their selection and necessary appangements. The estimates and the rates adopted now are not in accordance with local conditions but framed or intended for some district like Headquaters. They are profitable in some cases and wanting in some others.

4. There is nobody to supervise the Engineering Department in their misuse of mismanagement of their work. When I personaly understand some affairs, I find that the Highway Department, proud-

specialy fitted with technical knowledge, look with indifferance upon the district board authority and the public including the work of the roads feeding them. The Highways are also neglected by not attending to breaches or pits on the roads promptly. In this connection, I invite the attention of the Government to the editorial on road at page 2 and the letter of a traveller in colum 2, on page 3 appearing in the Navabharatha, dated 21-6-'52., copy of which is enclosed. The road conditions in South Kanara are found there to be deplorable. The trunk road in mile two on the Mangalore - Coondpur coast Road exibits pits which stare at us at every foot of the road, where heavy traffic is daily running within the Mangalore Municipality.

5. Regarding the truth of those affairs all the district Board presidents in the state may bear evidence. I don't enter into details. A surprise inspection of the roads will also bring home that truth.

6. I request, either road works in the District with the Highway Depatment be transferred to the control of the District Board or the District Board allowed to have a seperate Engineering department for road works with seperate provision of funds at Govt. expense. If the heavy cost of new bridges and their maintenance argue to hamper or prevent the proposed changes, the execution of bridge work may be retained by Government at their option. A case favourable to the changes has already been made out on the editorial on road in the Navabharahha, dated 21-6-'52.

7. If the Highway Department belongs to the central Government, the state Government of Madras may be pleased to send a copy of this representation to the concerned central department and oblige me.

Copy to The President, S.Kanara Board,

SECRETARY TO GOVERNMENT
27 JUN 1952
PUBLIC WORKS DEPARTMENT

28 JUN 1952
PUBLIC WORKS DEPARTMENT

26 JUN 1952

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PWD

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51677

Volesary,
24th, June, 1952.

From

M. Shankernarayana Kadambalithaya, Esqr;
Land Lord, Volesary,
BELLUR POST - SOUTH KANARA DISTRICT.

To

The Secretary,
to the Government of Madras,
Public Works Department, MADRAS.

(Same as 1921-4 am.)

The Secretary,
to the Government of Madras,
Local Administration Department, MADRAS.

The Honorable Chief Minister,
to the Government of Madras,
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specialy fitted with technical knowledge, look with indifferance upon the district board authority and the public including the work of the roads feeding them. The Highway are also neglected by not attending to breached or pits on the roads promptly. In this connection, I invite the attention of the Government to the editorial on road at page 2 and the letter of a traveller in colum 2, on page 3 appearing in the Navabharatha, dated 21-6-'52., copy of which is enclosed. The road condition in South Kanara are found there to be deplorable. The trunk road in mile two on the Mangalore - Coondpur coast Road exibits pits which stare at us at every foot of the road, where heavy traffic is daily running within the Mangalore Municipality.

5. Regarding the truth of those affairs all the district Board presidents in the state may bear evidence. I don't enter into details. A surprise inspection of the roads will also bring home that truth.

6. I request, either road works in the District with the Highway Depatment be transferred to the control of the District Board or the District Board allowed to have a seperate Engineering department for road works with seperate provision of funds at Govt. expense. If the heavy cost of new bridges and their maintenance argue to hamper or prevent the proposed changes, the execution of bridge work may be retained by Government at their option. A case favourable to the change has already been made out on the editorial on road in the Navabharahha, dated 21-6-'52.

7. If the Highway Department belongs to the central Government, the state Government of Madras may be pleased to send a copy of this representation to the concerned central department and oblige me.

M. Thammanna

Copy to: The President,
District Board, S.Kanara,
MANGALORE

Editorial from The Navabharatha dated 21st June

***

PLIGHT OF HIGHWAYS

The Government created the Highways Department in order to look after some of the important highways and to contruct new roads. From the letters wex receive it is clear that the tax payer is very much dissatisfied with the manner in which these roads are being maintained. When the highways directly under the control of the Govt. are in such plight we need not think of the other roads in the district. It is the first duty of the Government to maintain the important highways in good condition. Govt. used to criticise the Dt. Boards for the manner in which they were maintaining the roads. But do they keep these roads in good condition? Since there is none to supervise the work done by the Highways Department newly constructed roads become unfit for use with the first rain after their construction. To allow this State of affairs to continue will mean sheer waste of money. If the Govt. cannot supervise the work done by officers, it would be better to have the roads for the Dt. Board to look after. The Govt. can give enough funds to the Dt. Boards. We hope that at least hereafter the Highways Department will pay greater attention to the maintenance of roads under them.

Letter to the Editor published in the Navabharatha dated 21st June.

Just 15 days after the commencement of the rainy season, the roads are in a very bad condition. The road connecting Mangalore with Mercara is an important road. There are big holes in certain places on this road. It is not clear why this particular highway has been much neglected. The bridges are in equally bad condition. A bridge along the Mangalore-Puttur road, at a dist of 13 1/8 miles from Mangalore constructed si is now not fit for movement of vehicles. sible for such loss of money? Has not the H

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examined these works? It would be better that the District Boards look after the upkeep and maintenance of roads.

V.B
12.202

***

P.W.D.(A.2)

Memo.No.50845 A/52-2 dated 27-8-52

Sub:- Communications- Highways Deptt.- Transfer of road works to the control of the Dt. Bds. and separate engineering staff for Dt. Bd. road works.

Ref:- From Sri. K.Shankaranarayana Kadnbalitheya, Volesery, S.Kenara Dt.- Petion dated 24-6-52

A copy of the petition cited together with a gist of the Editorial and the letter to the Editor in the Navabharatha dated 21-6-52 referred to therein is forwarded to the C.E.(H) for disposal. His attention is in this connection invited to para 7 of G.O.No.Ms.372 P.W. dated 25-1-51 and to the concluding portion of his letter No.56820/C.2/51-6 dated 2-5-52.

To the C.E.(H) with a copy of the petition at pp.1-4 c.f. and copy of the gist at pp.9-10 c.f.

Note:- The request of the petitioner, i.e. to to transfer road works with the Highways Deptt. to the control of the Dt. Bd. or to allow the Dt. Bd. to have a separate engineering staff for road works has already been examined and orders have been issued in G.O.No.Ms. 372 P.W. dated 25-1-51. The point referred to in para (b) on p.2 c.f. was also raised by Sri K.R.Karanth in another connection and the C.E. has reported that he has given instructions to the officers of the Deptt. to adjust the maintenance programme accordingly.- Vide concluding portion of his letter No.56820/C.2/51-6 dated 2-5-52. The attention of the C.E. has been invited in the draft memo. to these references and the draft memo. is for approval L.A. may see before issue.

PUBLIC ADMINISTRATION DEPARTMENT 33242 19 AUG 1952 SECRETARIAT, MADRAS

P.W.D.(A.2) dated 19-8-52

12- A

L.A. Deptt (E)

The draft memo overleaf may be perused.
The file may be returned to P.W. Deptt &c.

21.8.52

22.8.52

PW.

22.8.52

L.A. & C. No 33242-E/52
22-8-52

P.W.D (A&I)

The draft memo overleaf may

25.8.52

25.8.52

26.8.52

29.8.52

25 AUG 1952
PUBLIC WORKS DEPARTMENT

71354

Olc[illegible]ry,
22[illegible] September, 52

From:

Sri. M[illegible] Balithaya,
Land Lord, Secretary,
Belur Post, [illegible]

ADDL. ASST. SECRETARY
29 SEP 1952
PUBLIC WORKS DEPARTMENT

To

The Secretary,
To the Government of Madras, Public Works Department,
Madras.

80794

Sir,

Sub: Local Administration - Highways Department - transfer of control of Highways to the District Board -

I made out a case for the transfer of the Engineers' Staff to the District Boards concerned in my petition dated 24th June 1952 covering the Canarese News Paper Navabharathe dated 21st June 1952 and addressed to you and others including the Chief Minister to the Government of Madras. I may now be permitted to give evidence as to why the control should be given to the Local Boards over the Highway Department.

2. We agitated as far back as 1945-46 for a road Mulleriya- Arlapadavu to run through seven villages, wanting in road communication for centuries. It is useful for 25 villages adjoining them. This road was included in the postwar road development scheme vide Memo No.36997 -6E -46 dated 4-11-1947 of the Government - Local Administration Department. The alignment was done 10 miles length and the road got sanctioned after much difficulty and approach to the connected Officers by us and the District Board. We were then faced with delay in taking up execution of the work After proper approaches the execution was also taken up. In the course of execution we were obliged to make ~~further~~ further approaches, to save or attempt to save the formation of the road from deviations, departures from the first alignment sanctioned. On the ground that the Engineering Department is ours I was obliged to take every deviaition and departure to the notice of the connected Officers from toe to top. Even the Divisional Engineer Highways was approached, but I was got rebuffed in the end with a couched threat of sending a note to drop the execution of the work, if I proceed with my objections and representations about the road work -" Mulleriya Arlapadavu "

3. I am a young man, paying an assessment of over Rs 2,500 a year. I am a public worker in a large area and earned recognition of having rendered good public service to bring about a sanction for a proper road, Mulleriya - Arlapadavu, I have spent a lot from my pocket and even incurred in the beginning expenditure for road formations. I obtained gifts of land too to minimise the cost of the road. It is rude that the Engineering staff in executing the work did not consider its predecessors viers, representation and failed to do the road work according to the alignment prescribed for it, keeping up levels and shortcuts.

4. The road is not formed along short cuts, observing proper levels and done in proper time. The rainy season in this District fit for road work, to have the metal and mud

mud well settled on the road. Curves are retained, hairpin turns are made contrary to the nature of the land, Patches of road formations made at different places. When the road in progress approaches the patches their levels are found to be of variance. A connecting piecework with an undesirable slope gets formed to link the patches. Thus bends and turns with gradations result, which render the road crooked and run at different levels, even when the level could have been maintained in continuity of work. Thus the road may be formed and paid for an aggregate distance of 7 miles, Yet, that road is not available for traffic in continuity and public use, even for a couple of miles for years together. The work is being done by the contractor as he likes and the Highways intervene at intervals only to approve and hold support. Such road formations avoiding levels, avoiding proper gradient, avoiding proper alligned course and avoiding shortcuts too are a source of danger to public traffic, public expenditure and useless to the villagers as communications for a long period. Public money is evidently wasted in this way. | E | F

5. Completion of the culverts etc. are put off indefinitely in the road formation which adds to render the road useless for traffic and the public.

6. Any communications in these matters are made in vain to the President District Board, as he cannot control the Engineering Staff to carry the road formation work in the proper way. Of course addressing the Highway Staff is profane, as it goes against them and one Officer supports the other to conceal bad work. Any representation is ultra vires as they are the technical experts . | G

7. The members of the Engineering Staff are ours, the District Board is ours, the Government are ours. Yet the Government have ~~are~~ not thrown sufficient responsibility on the District Board and made it control the Engineers in their District. We doubt the District Board is very honest in our South Kanara District. There are no remarks against it from the public in the District. It works as a well wisher of the public. But the Engineering Staff is indifferent to it being outside its control. So the District Board work gets languished in every corner. I am constrained to believe that the relations of the District Board and the Engineering Staff remain so in every other District. I have reason to believe that. I see articles in the local papers complaints about bad roads and bad road work in the Districts. These complaints arise as a result of the work by the Engineering Staff. The work is rendered so as the Engineering staff does not heed or yield to the control of the District Board. Out of such articles, I enclose the one important article of Sri. S. Narsappaya, B.A.B.L., M.L.C., a District Board member and advocate of standing and experience which appears on the weekly Sarvodaya dated 23-3-1952 and 30-3-1952 at pages 9 and 12 respectively. Copies of these are enclosed. | R

Remove at E and up at F

Copies in English up at G

yours fait fully,

M. Kadambathaya

Copy to the President, District Board, South Kanara
Copy to Sri. Narsappaya, B.A.B.L., advocate, Mangalore.

Gist of articles of Sri Narasappaya B.A. B.L., M.L.C

"Sarvodaya" dated 23-8-52 and 30-8-52.

(W) 1 p9

23-8-1952.

POWERS OF THE DISTRICT BOARDS

The work of the District Boards is chiefly concerned with health, education and highways. But in the present circumstances it impossible for the District Boards to take up any work useful for the public.

The Government, after taking over from the District Board the right to impose tax on vehicles etc., gives 84,000/- to the South Kanara District Board by way of grant. To maintain the roads under the District Board it has to incur an annual expenditure of about 2½ lakhs. This work must be done only through the Engineering section of the Highways Department. The District Board has to meet an annual expenditure of Rs.55,000 as a part of the pay to the staff of the Engineering Department until the Government permits the District Board to have its own engineering department the condition of the roads under the District Boards cannot be improved.

30-8-1952.

The District Boards have to depend totally on the grants by the Government for construction of new roads. Since this grant is quite inadequate the District Board is not in a position to get new roads constructed.

Facilities for elementary education in our district (South Kanara) are quite unsatisfactory. The District Board has to meet an expenditure of Rs.15 lakhs every year for the schools maintained by it. The income of the District Board as educational tax is about Rs.5 lakhs and it must depend upon the Government for the rest of the amount. Under these circumstances prior sanction of the Government is necessary for opening a new school or appointing another teacher and when it comes to the question of additional expenditure the Government refuses permission. The District Board has to depend completely on Government grants for maintaining the health services.

Out of an annual expenditure of about Rs.25 lakhs the District Board earns about Rs.12½ lakhs by way of tax, cess, school fee etc., If the District Boards have to be of any use to the public their financial position should be improved. They must have enough sources revenue so that they need not depend on the Government Grants. They must be allowed to implemer the programme with the help of the staff under their control. The regulations must be changed accordingly.. I hope that Sri Rajagopalachari will take steps to improve the position of the District Boards.

P.W.D.(A.2)

Sub:- Highways Department- Establishment-Transfer of control to Dt.Bds.

Ref:- From Sri M.Shankaranarain Kadambalithaya, Landlord, Olesary, S:Kanara Letter d/- 22-9-52

Please see the letter from Sri M.Shankarnarain Kadambalithaya, Olesary at pages 1-2 wherein he has suggested that for proper execution of road works in the Dt. the Highways Department staff should be under the control of the District Board. In support of his suggestion he has pointed that the Highways Department has not heeded to his representations in regard to the alignment for the road that is now being formed from Mulleri to Arlapadavu. He has stated in this connection that the road work is not carried out at the proper season and that the contractor is doing the work as he likes. He considers that the expre. on the work referred to is a waste of public funds. He has also stated the representations made to the P.D.B., in resepct of this road work are not also of use as the President has no control over the engineering staff. He complains that the engrg. staff is indifferent to the wishes of the public and that the Dt.Bd. works are not attended to properly. In this connection he has invited attention to two articles of Sri Narasappaya, M.L.C. that appeared in 'Sarvodaya' (a Kannada weekly) dated 23-8-1952 and 30-8-1952

Submitted that the previous representation of the petitioner to transfer the roads with the Highways Dept. staff to the Dt.Bd. was forwarded to the C.E.(H) for disposal. The petitioner evidently feels aggrieved against the Highways Department staff because of their refusal to form the village road frmm Mulleri to Arlapadavu according to the alignment proposed by him. In view no action seems called for on the present representation. The papers may be filed wit

Memo No.50845A/52-2-P.W., dated 27-8-1952 after perusal by L.A. (Incidentally it may be mentioned that the existing set up of the Highways Department will be reviewed by the Govt. on receipt of the report of the C.E.(H) about the working of the Dept. subsequent to January 1951. The C.E. is being asked separately to submit the report as expeditiously as possible.)

D/F

1 - File

Kew 5-11-52

Kew 7/11/52

8/11/52

Norway to send every such Case to LA

10.11.52

In submits, that the papers may now be filed with Memorandum No 50845 A/52-2 PW dated 27-8-52.

11/11/52

Kew 12-11-52

13/11/52